



## **Stakeholder's Meeting**

November 3, 2005

6:00 p.m.

HTNB Offices – 715 Kirk Drive

### **In Attendance:**

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Christopher Barnickel

Dana Hierseman

Michelle Kegley

Columbus Park Neighborhood Assn – Amica  
Gomersall; Ralph Keys; Mike Sturgeon

Downtown Council – Chris Carucci

DST Realty – Jim Miller

Greater Kansas City Bicycle Federation – Doug  
Havach; Laurie Chipman; Sarah Gibson;  
George Helmkamp; Christi Lynne; Corinna  
West

Greater KC of Chamber of Commerce – Christine  
Murray

Isle of Capri Casino – Glenn Moise

KC Bicycle Federation – Marci Alward; John  
Carroll

KC River Trails – Darby Trotter

KCMO - City Council 2nd At-Large – John  
Fairfield

KCMO – Planning – Debra Smith

MARC – Ron Achelpohl; Aaron Bartlett; Molly  
Gosnell

Missouri River Crossing Committee – Timothy  
Kristl

Missouri Senate - District 10 – Senator Wheeler  
– Larry Malone

North Kansas City, MO – Michael Smith

North KC - Mayor's office – Mayor Gene Bruns

Northland Regional Chamber of Commerce –  
Sheila Tracy

NT Realty – Richard Lanning

Port Authority of KC – Patrick Sterrett

Regional Transit Alliance – Kite Singleton

Shafer Kline & Warren – Ron Petering

Sierra Club – Ron McLinden

Turtles Biking Club – Alan Perry

Waterford Property Co. – Paul Fogel

MoDOT – Lee Ann Kell; Jim Shipley; Brian  
Kidwell; Beth Wright; Ron Temme; Joshua  
Scott, Hope Visconti

HNTB – Betty Burry, Stephanie Johnston; Katie  
Blakemore; Tom Westerman; Clyde Prem  
Taliaferro & Browne – David Brackey

### **Other Invitees:**

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All prior stakeholder meeting participants,  
including additional representatives of groups in  
attendance and the following:

Maggie McCoy

BNIM Architects

CDFM Architects

Civic Council of Greater KC

Clay County EDC

Congressman Sam Graves

Continental Steel & Conveyor Co.

DRG Engineers

EDC of KCMO

Federal Emergency Management Agency

Forest City Enterprises

Greater KC Convention and Visitors Bureau  
GSA

Guinotte Manor

Housing Authority

Housing Authority – KCMO

KC Design Ctr.

KCATA

KCMO - City Council 1st At-Large –  
Councilwoman Hermann

KCMO - City Council 1st District – Councilman  
Skaggs

KCMO - City Council 2nd District –  
Councilwoman Cooper

KCMO - City Manager's Office

KCMO - Mayor Barnes' Office

KCMO - Parks and Recreation

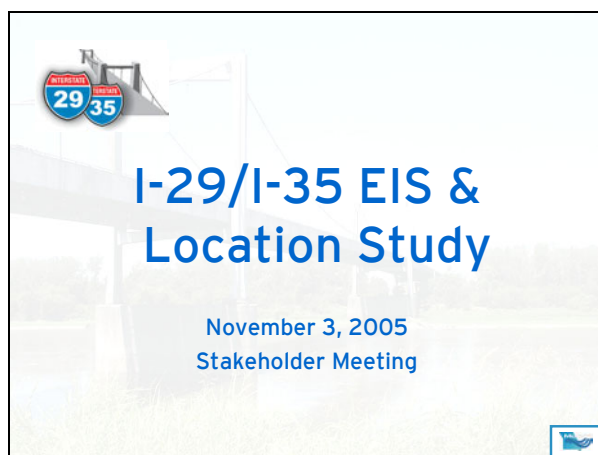


## I-29/I-35 EIS

KCMO - Water Services - East/Levee  
KDOT  
Legal Aid of Western Missouri  
Missouri Department of Conservation  
Missouri Department of Economic Development  
Missouri Department of Natural Resources  
Missouri Highways and Transportation  
Commission  
Missouri House - District 31 – Representative  
Skaggs  
Missouri House - District 37 – Representative  
Saunders-Brooks  
Missouri House - District 40 – Representative  
Burnett  
Missouri House - District 41 – Representative  
Curls  
Missouri Senate - District 11 – Senator Callahan  
Missouri Senate - District 17 – Senator Ridgeway  
Missouri Senate - District 9 – Senator Wilson  
Nicholson Group  
North KC - City Administrator's office  
North KC - Parks & Recreation  
North KC - Planning & Public Works  
North KC - Police Department

North KC - Public Works  
North KC Business Council  
North KC Levee District  
Northeast Industrial Association  
Park University  
Prudential Lofts & Condos Realty  
Regional Transit Alliance  
SKW  
State Emergency Management Agency  
U.S. Department of Housing and Urban  
Development  
U.S. Environmental Protection Agency  
U.S. Fish and Wildlife Service  
U.S. House of Representatives – Representative  
Cleaver  
U.S. House of Representatives – Representative  
Graves  
U.S. Senate - Senator Bond  
U.S. Senate - Senator Talent  
US ACE  
US ACE - KC District  
Wagner Industries  
Zimmer Realty Co.

## Presentation




Burby – Welcome. Please help yourself to cookies; restrooms are around the corner. Also, please make sure you sign in so that we can keep you informed about the project. Today's meeting is little different than prior stakeholder meetings. Rather than roll out maps and talk about alternatives, tonight we're going to give you an update on the EIS and talk about the next phases of the project.

### Welcome!

**Meeting Goals**

- 1. Update on Draft EIS**
  - Document status and anticipated public review period
  - Changes and community input
  - Role of the EIS as the project moves forward
- 2. Design-Build Briefing**
  - Process overview
  - Draft project goals





Beth Wright, District Engineer

Welcome.

Thank you for your time and participation, your input so far has been very important to the EIS process and in shaping proposed recommendations.

Today's meeting has two key items on the agenda; an update on the Draft EIS and a discussion of the next phase of this project.

As always, we are here not only to share information, but to also to listen to your thoughts and input.

Lee Ann will talk about the EIS, and then we will turn the presentation over to Brian Kidwell and Jim Shipley to talk about the next phase of the project.

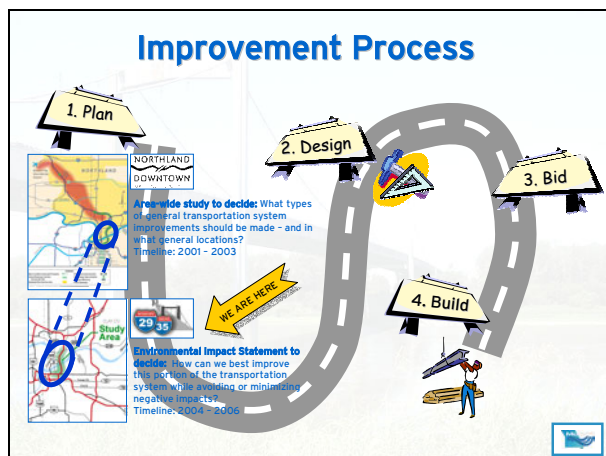
Throughout, we're going to have Betty, Stephanie and Katie help record your comments, questions and discussions.

Thanks. My name is Lee Ann Kell, and I have been leading the environmental impact statement process for MoDOT.

Tonight, we want to start with a review of the overall process. This shows the typical process, from the area-wide study – the Northland Downtown EIS – which outlined a whole range of solutions that would work together to improve the links over the river.

The I-29/I-25 EIS process looks at one component of those recommendations – improvements to the corridor between Missouri 210 and the central business district.

Following completion of the EIS, traditionally would come the design phase and the ultimately construction. While Brian and Jim are going to get into more detail about that process later in this presentation, as you may have heard, MoDOT is looking at the possibility of overlapping those processes to help accelerate this project.



### Draft EIS Update

#### Document Status

- At FHWA for preliminary review

#### Anticipated formal public review period

- Minimum of 45 days in early 2006
- Public hearing held no sooner than 30 days after document is available for review
- Multiple public document viewing locations



So, where are we now with the EIS? The draft document is at the Federal Highway Administration for a preliminary review. That process should be complete by early 2006. At that time, the Draft Document will be distributed to public viewing locations and to key agencies for the formal public review period.

You will receive a notice that will have information about where you can view the document, where and when the public hearing will be held, and specific instructions on how to make a formal comment.

The formal public hearing will be held once the document has been available for review for at least 30 days. That hearing will be in an open-house format, and you will be able to make a written or verbal statement there, or submit a written statement at any point during the 45-day review period.

This project started about a year and a half ago. In that time, a number of policy-level components have changed.

First, we have the passage of Amendment 3, which made funding available for this project well in advance of what we had originally anticipated.

Secondly, we have some new focuses at MoDOT.

We have Practical Design, which means when planning projects; they are customized to meet needs and safety while allowing flexibility to stretch our budget as far as possible.

As a part of our Practical Design philosophy and the desire to stretch our budgets, this project has changed in that it will likely be built first as six lanes, with two additional lanes planned and added as needed, which could be as many as 15-20 years in the future. The EIS, however, will detail impacts for the ultimate, eight-lane facility.

Because of the possibility of design-build, the Draft EIS has also been written to allow a great deal of flexibility in the design-build process.

Lastly, and this is new and important, because of potential cost savings and reduced long-term impacts, the Draft EIS will discuss the possibility of closures of portions or the entire corridor during construction. We anticipate that will be an important concern for many of you.

### Draft EIS Update

#### Key MoDOT changes since initiation of EIS process:

- Passage of Amendment 3
- Project Approach
  - MoDOT focus on Practical Design:  
*By using "Practical Design" when planning projects, MoDOT will customize projects to fit specific needs, rather than apply generic standards across the board.*
  - Project phasing is likely; environmental analysis based on ultimate (eight through lanes)
  - Possible design-build process means greater need for flexibility
- Possible closures during construction



## Community Concerns

- Environmental Impacts
  - Maximum likely impacts/footprint evaluated; negative impacts will be avoided, minimized or mitigated wherever possible
- Capacity
  - Number of lanes: Impacts of eight lanes studied; possible that six through lanes will be constructed from M210 to the north-east corner of the loop with the ability to add two lanes when needed
  - Ultimate eight-lane facility could support HOV
  - Minimize property impacts and negative impacts through EIS process and practical design
- Interchanges
  - Maximum likely impacts/footprint evaluated; final designs may be different and have fewer impacts



Other concerns that we have heard through these meetings and other community outreach include:

Concerns about environmental impacts. A critical component of the environmental process is to ensure that negative impacts are avoided, minimized or mitigated wherever possible. That, in a nutshell, is in fact the entire purpose of the document.

We have heard concerns about capacity. With further evaluation of traffic demands, while the ultimate facility will be eight through lanes, the immediate need is for six lanes.

An eight-lane facility could support HOV. HOV in this section alone may not have a significant impact, but as part of a larger, regional HOV strategy, this Missouri River Crossing could be an important future component. MoDOT would work with MARC to implement such a regional HOV strategy.

And again, the focus of this project is on meeting the need for additional capacity and safety while minimizing negative impacts.

We have heard some concerns about specific interchange designs. The Draft EIS will lay out concepts, which will be refined or changed during detailed design. However, new designs must either have the same or fewer impacts. If there are greater impacts, an additional environmental review would have to be completed.

We know that there is a desire for a protected crossing for bikes and pedestrians across the Missouri River. The Draft EIS will discuss that need. In the meantime there are two important developments that have taken place:

The first is that MoDOT has committed to designing a protected crossing on the Heart of America Bridge, and will seek funding for the construction of that crossing. There may be the need for community assistance in seeking federal and other funding for the project.

The second development is that MARC is leading a regional, policy-level discussion on where there needs to be protected river crossings throughout the region. There is the possibility of a protected crossing on the I-29/I-35 structure, depending on their recommendations, among other

## Community Concerns

- Missouri River Crossing
  - Bike/Pedestrian Access
    - Need for protected Missouri River crossing will be discussed in EIS
    - MoDOT will design a protected crossing on the Heart of America Bridge
    - MARC to lead policy-level discussion on regional bike/ped river crossing needs/locations
  - Current bridge serves as “gateway” and has historic significance
  - Bridge aesthetics
    - Influenced by community input



considerations.

We also know that there are concerns about the bridge design. MoDOT will work with our contractors to ensure that there is community input on the design of the bridge and its aesthetic components.

### The Role of the EIS in Project Design & Construction

The EIS will serve as a guide for the project:

- The EIS will determine the maximum project "footprint" and likely impacts
- The EIS will include commitments to the community, including specific steps to avoid, minimize or mitigate negative impacts
- The EIS will include conceptual roadway locations that will be refined during detailed design



What's next?

Once the EIS is finalized, it will serve as the foundation of the next phase of the project.

It will determine the project footprint – how big and where the project will be.

It will include specific commitments to the community.

It will include concepts on where the roadway will go and what interchanges will look like.

And, it will include your formal comments and our responses and changes based on those comments.

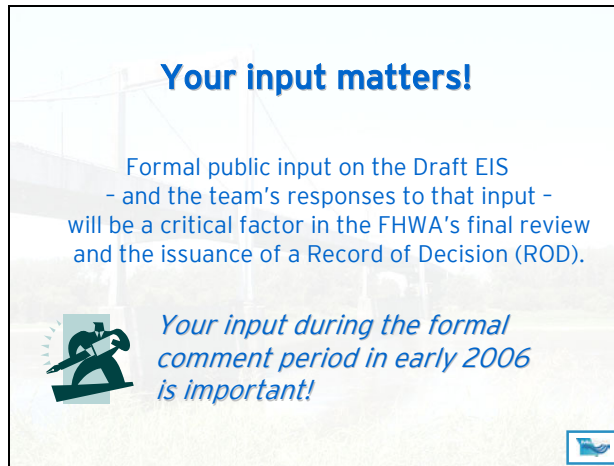
As the EIS is completed, the project will then be turned over for design and construction, and with that, I'll turn the presentation over to Brian Kidwell and Jim Shipley, who will talk about the possible design-build process.

### Next Steps

- EIS
  - FHWA Preliminary Review (underway)
  - Draft EIS Formal Comment Period
  - Public Hearing
  - Respond to substantive comments in Final EIS
  - FHWA review of Final EIS







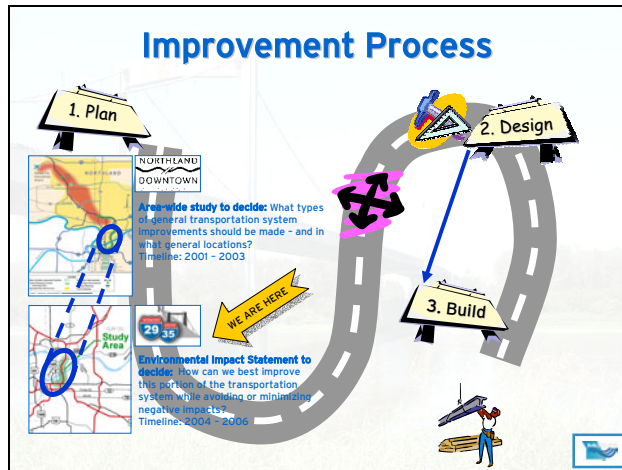
We understand that not having the document for you today might be frustrating, but we wanted you to know that we have been listening, and that your ongoing input is important.

Further, your comments during the formal comment period will be part of Federal Highway's consideration of how well we've done our job in completing the review of environmental impacts, and how well we've avoided, minimized or made plans for mitigation of those impacts.

Again, we will notify you of viewing locations, the public hearing date and how to make a comment other than at the hearing.

## Discussion

- Columbus Park Rep: To have the ability for innovation (using design-build method), quality would not be compromised, correct?  
*R It better not! As a tax-payer supported project, consistency and quality is needed – no shortcuts.*
- Sierra Club - Although this project is smaller than the I-64 reconstruction project in St. Louis, it is more complex in that this project involves a major river bridge with a significantly longer expected life, and because this project involves a "significant" bridge that the public and many specific stakeholders will want some say about. I would recommend that the Commission – prior to their expected action on this matter at their December 2 meeting in Kansas City – not approve this project as MoDOT's second experiment with the design-build process.  
*R MoDOT believes that the process we are considering would get better efforts from contractors.*
- How do you select design-build contractor? Who sits in versus the normal process of choosing lowest bid?  
*R Companies spend their own dollars/time to create package with all quality and values that meets needs.*
- KCMO Planning: Comment on formal 45-day comment period: I would encourage MoDOT that more be done that what is required (formal hearing & comment period):
  - Town Hall type meetings held in surrounding communities at various locations to allow public more chances to attend.
  - No open house format at these meetings – have a formal presentation.
  - Post the EIS on the project web site.
  - Hire a public participation consultant – professionals trained in community outreach.
- Selection of team should be based solely on qualifications and ability, not by what the proposal submitted says.
- Regional Transit Alliance Rep: Based on the presentation, with six lanes HOV will not be provided. For the record it should be included in six-lane option, especially because of the Smart Moves investment for an I-29 transit line and I-35 transit line.



Thanks, Lee Ann. My name is Brian Kidwell. As Lee Ann mentioned, we're moving through the environmental process. In the traditional design-bid-build process, we'd be getting ready to move into the design phase. However, because of the unique attributes of this project, MoDOT will be recommending this project to the Commission as a design-build project.

That means that we design and construct the project simultaneously. There are tremendous benefits to using design-build on a project like this.

### What is Design-Build

- One contractor team
- Designs and builds entire project
- Predetermined cost
- Fixed deadline
- Encourages innovation

Design-build is an emerging trend for departments of transportation across the country. The private sector has been using design-build for several years now. Design-build presents some unique efficiencies which make it a perfect fit for some major DOT projects.

### Design-Build in Missouri

- Missouri legislature approved the initiation of three pilot design-build projects in 2002
- I-64 project in St. Louis has already been approved for design-build
- Anticipate MoDOT will recommend the I-29/I-35 Corridor project for design-build to the Commission in December 2005

Design-build is very new in Missouri. The I-64 project is the state's first design-build initiative. We've been working closely with the project team in St. Louis to help create a new approach to design-build.





### Design-Build Benefits

- Faster: 33 percent (Penn State study)
  - Develop requirements 2006
  - Detailed design and construction 2007-2011
- Less expensive: 6 percent (Penn State study)
- Opportunities for innovation



We've researched a number of design-build projects across the country and have personally visited the T-REX project in Colorado.

### I-29/I-35 Corridor Project Goals

- Will be the basis for project decisions
- Standards by which success will be measured
- Goals are listed in priority order

*Your feedback tonight will help MoDOT make any necessary changes to the goals.*



Under the guidance of a nationally recognized Design-Build expert MoDOT is crafting a design-build program utilizing the successful elements gathered from many other Department of Transportation programs around the country.

### I-29/I-35 Corridor Project Goals

To demonstrate MoDOT's commitment to provide a quality construction and communication effort that creates a new model for design-build, the project's goals are:



Jim Shipley then began a discussion of the goals that will guide the design-build process.



## I-29/I-35 EIS

### I-29/I-35 Corridor Project Goals

To demonstrate MoDOT's commitment to provide a quality construction and communication effort that creates a new model for design-build, the project's goals are:

1. Deliver the I-29/I-35 Corridor improvements within the total program budget of \$245 million.

The budget includes the total cost for design – right-of-way, administration and construction

Project concepts or proposals that exceed \$245 million will not be considered.

This goal has to satisfy the original purpose and need for the project – increase capacity and mobility within the corridor

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1. Deliver the I-29/I-35 Corridor improvements within the total program budget of \$245 million
2. Construct a noteworthy Missouri River crossing structure(s) that can be reasonably maintained to provide more than a century of useful service.

Many structures are removed after only 50-75 years of use.

Several factors contribute to the early demise of a bridge: difficulties in inspecting the structure resulting in undetected deterioration, lack of redundancy.

Some bridge types do not allow for effective long-term maintenance.

What is "Noteworthy?" The existing bridge is seen as a gateway to the downtown business district. If it is removed – our number two goal for this project is to replace it with something equally as significant.

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3. Maximize mobility and capacity improvements in the corridor.

Traffic data has clearly shown that capacity and safety are and continue to be challenges in this corridor that this process has to address.



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3. Maximize mobility and capacity improvements in the corridor.
4. Engage stakeholders and the community to successfully develop and deliver the project.



We want to develop a corridor and structure (within our budget) that the community can be proud of. That drives our need to engage the public in this process.

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3. Maximize mobility and capacity improvements in the corridor.
4. Engage stakeholders and the community to successfully develop and deliver the project.
5. Meet or beat a project completion date of October 31, 2011.



One of the unique benefits of design-build is that it allows you to complete a project much faster: on average about 33% less time.

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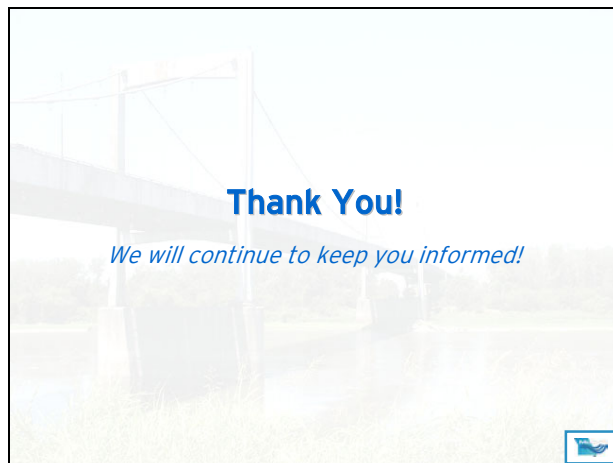
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5. Meet or beat a project completion date of October 31, 2011.



Now that you've reviewed all of our proposed project goals, do you have any questions or comments?



We're in the process of developing these components.



## **Discussion:**

- Columbus Park Rep: Great goals. What does "noteworthy" mean to MoDOT? The term may be too subjective – should be more specific so that a design team can address the specific intentions of MoDOT.
- I think you have limited yourself to requirements. You need to describe best practices to develop communication efforts within this new design-build process.  
*R PI plan is in development that will be used in the design-build process and used throughout construction.*
- Columbus Park Rep: Will this proposed Public Involvement Plan be available to the public (or this group) before the Commission meeting?  
*R No.*
- KCMO City Council - Let us know what the Public Involvement Plan is so that if/when the Commission asks for feedback we can make some educated responses. Tell us how the process will work so we can support and make educated decisions.



## I-29/I-35 EIS

- KC River Trails Rep – I have concerns for designing for 100 years in the future. Are you going to account for all changes in society and make bridge flexible?  
*R While we cannot account for all changes for 100 years because society and technology are hard to predict for that length of time, we will, however, use the best information available now to provide for the current and future needs in the corridor, as we currently understand them, and keeping within our established budget.*
- KC Bike Fed - What will it take MoDOT to commit to bike/ped for this corridor?  
*R MoDOT will be going through a community and public involvement effort during the design-build process to determine community priorities for this project.*
- KC Bike Fed - 100 years is impossible to plan for. However, we need to make sure we all have the same sense of scope. We need to be using the same reference markers for time.
- KC Bike Fed - The reason we don't have big traffic needs for bike/ped is because we have never planned for it. If we planned for it, the community would use it.
- Sierra Club - Goal 3 - does "capacity" mean number of lanes for vehicles or ability to move people and goods? Capacity should be about the ability to move people and goods. A solution other than simply adding lanes (i.e., lanes five and six) would get fair consideration. Building lanes five and as HOV might create incentives for carpool or transit use. Linking the possibility of a future HOV capability to some time in the future is not a good idea. HOV as part of a six-lane scenario should get strong consideration.  
*R Capacity means ALL modes. EIS will show an ultimate of eight lanes; if a regional HOV program is developed, MoDOT would work with MARC and other agencies to implement it.*
- KC Bike Fed – We need to be innovative, meaning all users will be included. I currently live in northland and want to move out of it because of the river crossing access problems. Central/Urban northland is cut-off.
- KC Bike Fed - Provide access over the river. Concentrate on providing access for people, rather than modes. For the money being spent on this project, I am bothered by NOT providing a river crossing for every person. It's essential that a non-motorized crossing be constructed as part of THIS project, because all other efforts to be planned for crossings will get lost in enhancement funds.
- KCMO City Council - Kudos to MoDOT for working to get MARC's feedback on river crossing issue via the committee recently formed. This is not the focus of tonight's discussion – committee will look through this matter thoroughly.
- Columbus Park - Which Purpose & Need statements from the EIS have been eliminated (since there are only a couple included within these five goals)?  
*R None have been eliminated. The design-build goals are goals that will guide the design-build process, which will be based on the findings of the EIS. All components of the purpose and need statement will be considered, but we need to prioritize top goals.*
- Columbus Park - Describe other mechanisms for the public to have input on the Goals.  
*R That's what this meeting is for.*
- Columbus Park - With tonight being the only night for discussion on these goals, where was it identified that this was the Best Practice?



## I-29/I-35 EIS

*R Goals presented are based on all previous meetings, from everyone who has ever touched this project. All public input up to this point has been considered to formulate these top five goals.*

- Columbus Park – I appears created that we don't have time to think about what has just been presented to us. This process doesn't allow reflection, where something might mean more later.  
*R Copies of the goals can be given to you and input can still be given prior to December's Commission meeting where we will present for approval of the design-build process.*
- Columbus Park - After approval if given, can we use the planning stage over the next year to still provide input on the Public Involvement Plan?  
*R Yes, to a certain extent. Goals have to be solid for approval, if not for consistency and to have a drive for the project. Goal number 1 will stay the same, but others can move around.*
- Columbus Park - Can't we still be a part of the process? MoDOT should commit within the proposals to Commission that these are draft goals and they can change.  
*R Again, we need the goals to be set.*
- Sierra Club – Regarding goal 5. The effect of targeting a completion date of October 31, 2011, is that MoDOT will "throw away a six-year-old bridge" – the recently rehabbed (and painted and illuminated) Paseo Bridge. This will undermine MoDOT's credibility at a time when they will want the public to approve another major revenue package. It won't matter to the public and the editorial writers that the rehab work was scaled back to provide a shorter extension of the useful life of the bridge, they will still be throwing away a perfectly good bridge.
- The word "safety" in Goal 3 is never written down, but it always said – is it just assumed? Write it in the goals.
- Goal 3 should include not only HOV, but pedestrians, too. If that is what you mean, re-word it.
- Goal 4 integrates these projects... I suggest "Successfully develop BRIDGE to integrate communities."
- Goal 2 has possible competing goals within one goal.
- Sierra Club – Regarding Goal 3: In addition to mobility and capacity, the goal ought to explicitly include minimizing the adverse impacts on people who live or work near this expanded highway.
- KCMO City Council – Regarding Goal 2: Aesthetics need to be spread to corridor, not just the bridge.
- Sierra Club - A safe bike/ped crossing should be built as part of this \$245 million project, not just designed by MoDOT and then forced to compete against other projects for funding. A bike/ped accommodation should be built as part of this bridge and not be forced simply because an alternate route – e.g. the HOA Bridge – might better serve the needs of non-motorized travelers.
- KC Bike Fed – This project should plan for more than car users. Who knows what transportation will look like in 100 years? We have to be flexible.
- KC Bike Fed – This project should include commitments to other transportation modes. We need transit to and from KCI; that would serve thousands of people everyday. We should have transit like they do in Atlanta; it is very easy to use.